

a corridor's role and function, its significance to a regional area, and/or its historical role in national and/or statewide movement.

The selection criterion was established early in the developmental phase of this concept. NCDOT used a data-driven approach and supplemented the analysis with historical information and input from other agencies and the public. Initially the criteria centered on identifying facilities below the Interstate System that exemplified the potential to serve vehicular travel in a high-speed manner. This emphasis on mobility was enhanced by also considering connectivity in the system. The term "Activity Center" was introduced to define destinations, encompassing statewide, regional, and places just outside of North Carolina's borders that serve the state's citizens. The original approach utilized criteria to distinguish and organize corridors and activity centers into a two-tier structure, comprising statewide and regional tiers. However, over time and with public input, each selected corridor was simply referred to as "strategic", without regard to size or scale.

The selection of the corridors is characterized by one or more of the following primary criteria:

- **Mobility.** This criterion focuses on whether a corridor currently serves or has the potential to expeditiously move large volumes of traffic. These include facilities that are vital to the state's and/or region's interest and serves long-distance and/or regional travel, whose users may be long haul trucks, tourists, and/or motorists passing through a region.
- **Connectivity.** This criterion focuses on whether a corridor provides a vital connection between Activity Centers (see Section 2.5 for a further explanation)
- **Interstate Connectivity.** This criterion focuses on whether a corridor provides an important connection between existing and/or planned interstates. Interstates, as routes of national significance, primarily move people, goods, and military units between states and across the country.
- **Interstate Reliever.** This criterion focuses on whether a corridor currently serves or has the potential to serve as a reliever route to an existing interstate facility. A reliever route is considered to be an alternate facility (typically running parallel to the facility for a long-distance) to the interstate(s). Facilities that relieve interstates for short distances or are used as alternates in the event of an incident or construction are not considered Interstate relievers.



Additional elements were also taken into consideration to support the corridor selection process. These include the following:

- **Hurricane Evacuation Route.** This criterion focuses on whether a corridor is considered a major route from the NC Emergency Management's Coastal Evacuation Route Map.
- **Cited in a Prominent Report.** Certain reports list the need for improvements along major corridors in the state, mainly to improve economic conditions in a particular area. One such report is the Rural Prosperity Task Force Report, completed in 2000, which supports improvements for three prominent corridors in rural North Carolina.

